

The Bay Area Partnership Board

Record of Meeting: November 10, 2008

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1. Call to Order / Introductions**2. Approval of Meeting Minutes of June 27, 2008****3. Transportation 2035:****a. Building Momentum for Change (Ashley Nguyen)**

Steve Heminger, Executive Director, MTC, and Lisa Klein, MTC gave an update on the Transportation 2035 Plan, outlining the targets that were established and areas where there are still significant gaps. MTC is seeking feedback from stakeholders, MTC advisors, and Partnership Board members for near-term actions that can help the region meet the targets set forth in Transportation 2035.

The presentation touched on the following topic areas:

- The elimination of the \$40 billion maintenance backlog
- Measures transit agencies can take to increase ridership and service productivity and cost efficiencies
- Whether or not the region should launch a “Green Commute/Green Parking” pilot for employers and multi-unit residential developers
- Whether or not the Bay Area’s local governments should lead the way by moving to green vehicles
- How our region can influence the debate on new federal transportation policies to further Transportation 2035 goals

Marcia DeVaughn (BART) commented that with regards to rehabilitation funds, it is important that we advocate for criteria at the state and federal level that doesn’t preclude important rehabilitation projects.

Darryl Halls, STA, suggested that rehab of both transit and roads be included as part of economic stimulus and that we look at a gas free for transit to meet maintenance needs.

Rich Napier (San Mateo C/CAG) commented that we to strengthen and sustain our efforts to remove the two-thirds vote threshold. Mr. Napier also commented that we need to do more for state highway maintenance.

Ian McAvoy (Samtrans) mentioned that quite a few counties have already issued sales tax focused on transit specifically, so whatever is decided needs to be balanced across the region.

Jim Helmer (City of San Jose) suggested that in terms of Streets and Roads maintenance, we consider making our region available for a VMT pilot project so that we can evaluate other technologies.

Jose Luis Moscovich (SFCTA) commented that it may be challenging to eliminate the two-third vote requirement given that many jurisdictions are still able to get passage.

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Instead, we may look forward to tolls as a more appropriate means of funding transportation projects.

Bijan Sartipi (Caltrans) commented that there is an inconsistency in relying less on state funding and the region not putting any regional dollars into the state highway system.

Bob Planthold (MTC Advisor) commented that we look to put more new revenue to transit in order to meet the transit rehabilitation needs.

Ian McAvoy (Samtrans) agrees that it is time that the region develop a comprehensive effectiveness study. However, the challenge will be the criteria that we use. We must agree on which criteria is selected.

Charlie Anderson (WestCat) commented that the RTP took a different approach with measurable goals at the end of it. However, taking this in isolation does not deal with that approach. The immediate experience we have had is that as gas prices went up, people flocked to public transportation and we raised fares and cut service due to the economy. To measure transit in that environment without dealing with the entire picture is an inefficient measure.

Jose Luis Moscovich (SFCTA) commented that the fact that we still have SamTrans service still coming into San Francisco but not picking up passengers in downtown is a minor example of some of the regional issues of transit inefficiency.

There were several additional comments on the concept of a transit efficiency study. Generally, most Partnership Board members supported moving forward with some type of evaluation of transit efficiency and productivity but there was caution about the different type of systems so that one size does not fit all.

There were several comments in support for Green Commute/Green Parking pilot and in greening of the municipal fleets.

b. Update on Transit Capital and Operating Projections (Glen Tepke)

Glen Tepke, MTC Programming & Allocations, presented an update on Transit Capital and Operating Projections with a proposal to change the Transportation 2035 policy to include State Transit Assistance (STA) Revenue-Based Spillover as a source of revenue to cover transit operating and capital shortfalls (all of which were approved by the Transit Finance Working Group) as follows:

- Cover any projected operating shortfalls
- Cover non-score 16 capital rehabilitation shortfalls
- Unassigned reserves.

There were no comments on this item.

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4. Update on High Occupancy Toll Implementation (Andrew Fremier)

Andrew Fremier, BATA, gave a report on the discussion that was held at the MTC Planning Committee's special workshop on the Regional HOT Network which included the following points:

- The importance of a fully connected network that has common user functions
- Timing is of the essence given the work that the VTA and Alameda CMA are doing on their corridors
- Working towards a unified governance structure will allow us to do the administration in an optimal way.

John Ristow (VTA) noted that the workshop was productive and resulted in specific action items.

Bob Planthold (MTC Advisor) asked that there be a specific commitment to public transportation rather than general statements.

Dennis Fay (ACCMA) noted that his Board has made a commitment to transit as part of the Interstate 580 corridor.

5. Other

6. Adjourn/Next Meeting

The meeting was adjourned at approximately 3:10 p.m. The next meeting date, time and location will be determined at a later time.